



TOWN OF TEWKSBURY

PEDESTRIAN MOBILITY MASTER PLAN (PMMP)





2004 SIDEWALK COMMITTEE PLAN

PROPOSED SIDEWALKS:

BRIDGE STREET
BROWN STREET
CHANDLER STREET
EAST STREET
FOSTER ROAD
MAIN STREET
NORTH STREET
PLEASANT STREET
SHAWSHEEN STREET
SOUTH STREET

POTENTIAL SIDEWALKS:

CHANDLER STREET
LIVINGSTON STREET
MAPLE STREET
NORTH BILLERICA ROAD
ROGERS STREET
TRULL ROAD
WHIPPLE ROAD
WHITTEMORE ROAD





THE VISION CLOUD CREATED BASED
ON A PUBLIC ONLINE SURVEY
THROUGH THE TEWKSBURY
COMMUNITY VISION PROJECT IN
2017.

SIDEWALKS WERE THE SECOND MOST IMPORTANT TOPIC IN THE COMMUNITY AT THAT TIME, BEHIND SCHOOLS.





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PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

2017

- WORK BEGAN ON THE PEDESTRIAN MOBILITY MASTER PLAN (PMMP)
- NOVEMBER 2017 – PUBLIC WORKSHOP HELD AT TOWN HALL TO GATHER INPUT FROM RESIDENTS ON THE DESIRED LOCATION FOR SIDEWALKS
- ESTABLISHED GOALS FOR THE PMMP
- MAPPED THE EXISTING SIDEWALK NETWORK

2018

- WORK BEGAN ON THE FIRST SIDEWALK CONSTRUCTION PROJECT UNDER THE PMMP



TOWN OF TEWKSBURY

PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

PMMP HAS THE FOLLOWING GOALS:

- **INCREASE CONNECTIVITY** – CONNECT FRAGMENTED SEGMENTS OF EXISTING SIDEWALK FOR BETTER USABILITY
- **ACCESS TO DESTINATIONS** – PROVIDE WALKABLE ROUTES TO POPULAR MUNICIPAL AND COMMERCIAL DESTINATIONS
- **RECREATION** – PROMOTE OUTDOOR EXERCISE
- **SAFETY** – REDUCE THE POTENTIAL FOR ACCIDENTS WITH MOTORIZED VEHICLES



TOWN OF TEWKSBURY

PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

THE PMMP GOALS ARE ACHIEVED THROUGH THE FOLLOWING INITIATIVES:

- **INSTALL SIDEWALKS TO FILL GAPS WITHIN THE EXISTING SIDEWALK NETWORK**
- **INSTALL SIDEWALKS ALONG MAJOR CORRIDORS**
- **INSTALL SIDEWALKS BETWEEN POINTS OF INTEREST SUCH AS SCHOOLS, RECREATIONAL FACILITIES, MUNICIPAL BUILDINGS, AND COMMERCIAL AREAS**
- **INSTALL SIDEWALKS THAT INCLUDE DESIGN FEATURES TO ENHANCE THE SAFETY OF PEDESTRIANS**



TOWN OF TEWKSBURY

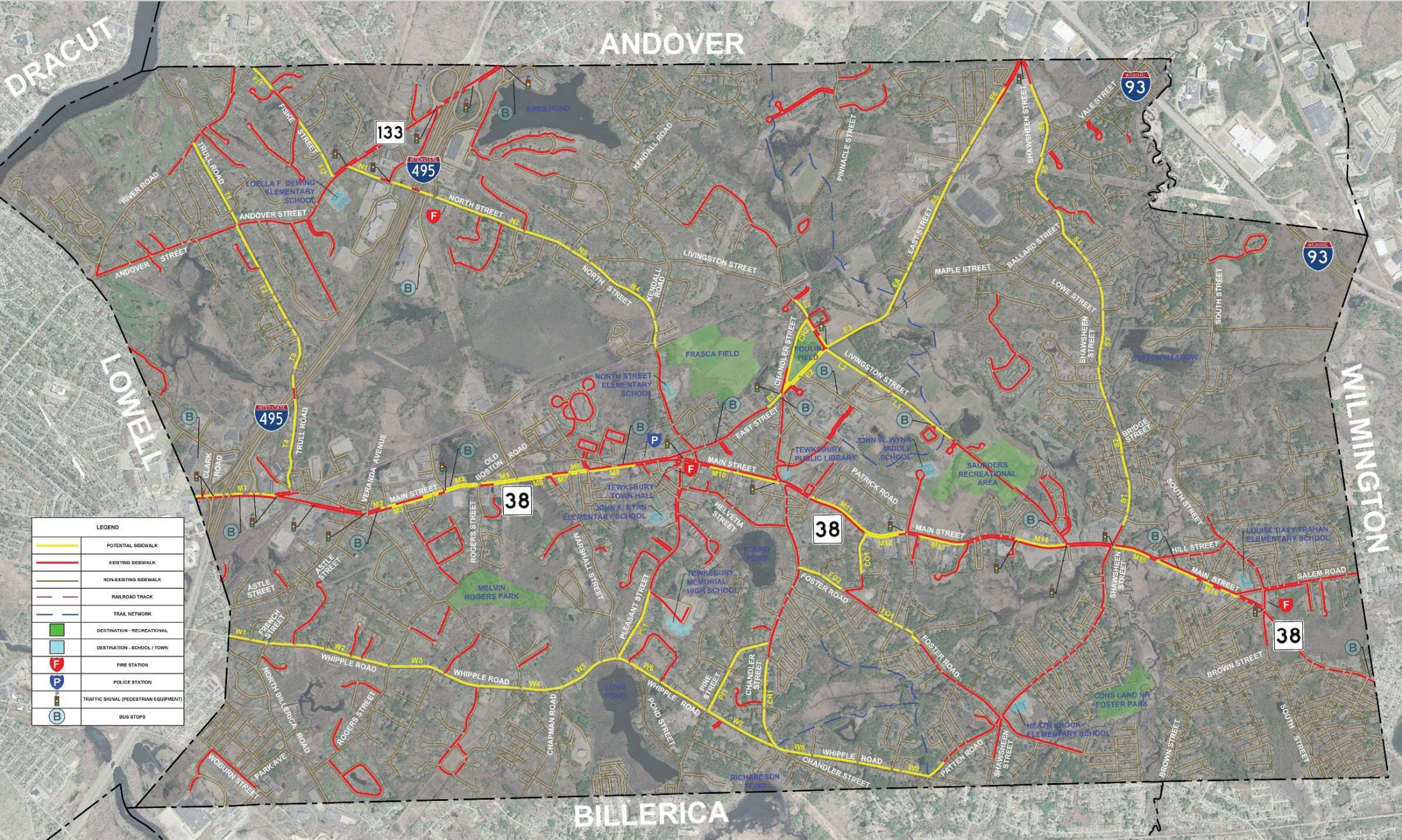
PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

PMMP IDENTIFIED A TOTAL OF 57 SEGMENTS ON 13 ROADWAYS FOR SIDEWALK CONSTRUCTION. ROAD SEGMENTS WERE BASED ON A MAXIMUM CONSTRUCTION COST OF \$250,000.

- CHANDLER STREET
- COLONIAL DRIVE
- EAST STREET
- FISKE STREET
- FOSTER ROAD
- LIVINGSTON STREET
- MAIN STREET
- NORTH STREET
- PINE STREET
- PLEASANT STREET
- SHAWSHEEN STREET
- TRULL ROAD
- WHIPPLE ROAD



PMMP NETWORK MAP





TOWN OF TEWKSBURY

PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

DESIGN ELEMENTS TO ENHANCE SAFETY:

- PROVIDE A MINIMUM THREE-FOOT WIDE VEGETATED BUFFER BETWEEN PEDESTRIANS AND THE TRAVELLED WAY
- INSTALL CURBING WITH A VERTICAL PROFILE IN AREAS WHERE THE MINIMUM VEGETATED BUFFER IS NOT POSSIBLE/FEASIBLE
- INSTALL ADA/AAB COMPLIANT RAMPS AND CROSSWALKS TO ENABLE USAGE BY A VARIETY OF USERS
- NARROWING OF ROADWAYS AS A MEANS OF TRAFFIC CALMING
- INCREASED/ENHANCED SIGNAGE AND MARKING FOR CROSSWALKS



TOWN OF TEWKSBURY

PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

DESIGN CONSIDERATIONS RELATED TO PROJECT COST AND FEASIBILITY:

- **ASPHALT VS. CONCRETE WALKING SURFACE:**
 - ASPHALT COST IS NEARLY HALF OF CONCRETE COSTS
 - ASPHALT IS EASIER TO MAINTAIN AND REPAIR BY TOWN STAFF
 - CONCRETE IS USED AT ADA RAMPS FOR INCREASED DURABILITY
- **ASPHALT VS. GRANITE CURBING**
 - ASPHALT CURBING COST IS LESS THAN GRANITE CURBING
 - GRANITE CURBING IS MORE DURABLE THAN ASPHALT, WHICH IS WHY GRANITE IS USED FOR ADA RAMPS AND RADII AT ROADWAY INTERSECTIONS
- **ROADWAY RIGHT-OF-WIDTH AND EXISTING OBSTRUCTIONS**
 - THE RIGHT-OF-WAY WIDTH AND ITS LOCATION RELATIVE TO THE ROADWAY CAN DETERMINE THE FEASIBILITY OF SIDEWALK INSTALLATION
 - STEEP SLOPES, UTILITY POLES, AND STONE WALLS ARE SOME OF THE OBSTRUCTIONS THAT NEED TO BE ACCOUNTED FOR WHEN LAYING OUT SIDEWALK LOCATIONS
 - INSTALLATION OF RETAINING WALLS, RELOCATION OF POLES, AND SECURING EASEMENTS CAN INCREASE THE PROJECT COST DRAMATICALLY



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PEDESTRIAN MOBILITY MASTER PLAN (PMMP)

IN 2021 THE ENGINEERING DIVISION WORKED WITH NMCOG TO DEVELOP BROCHURES AND SOCIAL MEDIA CONTENT TO PROMOTE THE SIDEWALK INITIATIVE.



GOALS

Increase Connectivity

Connect fragmented segments of existing sidewalk for better usability

Access to Destinations

Provide walkable routes to popular municipal & Commercial destinations

Recreation

Promote outdoor exercise (Walking, jogging, running)

Safety

Reduce the potential for accidents with motorized vehicles



TYPES OF PROJECTS TO BE TAKEN UP

Points of Interest

Constructing sidewalks to popular destinations

Eliminating Gaps

Uninterrupted sidewalk presence from Point A to Point B

Main Roadways

e.g. Shawsheen, Whipple, Pleasant, Chandler, etc.

Loops

Continuous circuits for improved recreational use



PEDESTRIAN MOBILITY DEFICIENCIES

Fragmented sidewalk network
Lack of sidewalks on major corridors

Difficultly traveling from point A to point B

Sidewalk locations are **inconsistent** and often switch from one side to the other

Unsafe crossing on high volume roadways

Inability to access existing sidewalks

Deteriorating sidewalk conditions





PLEASANT STREET SIDEWALK 2018

Statistics:

Length: 2,000 ft.

Cost: \$160,000





SHAWSHEEN STREET SIDEWALK 2018

Statistics:

Length: 2,200 ft.

Cost: \$889K Ch. 90*

*PART OF A LARGER ROADWAY
IMPROVEMENT PROJECT





EAST AND CHANDLER STREET INTERSECTION IMPROVEMENTS 2019-2020

Statistics:

Length: 2,450 ft.

Cost: \$228K Ch. 90
\$400K CS Grant
\$280K Gen. Fd.

Total \$908,000 *

* PART OF THE COMPLETE STREETS
INTERSECTION IMPROVEMENT
PROJECT





SOUTH STREET SIDEWALK 2020

Statistics:

Length: 300 ft.

Cost: \$13K Ch. 90*

* PART OF THE ANNUAL ROADWAY
RESURFACING CONTRACT



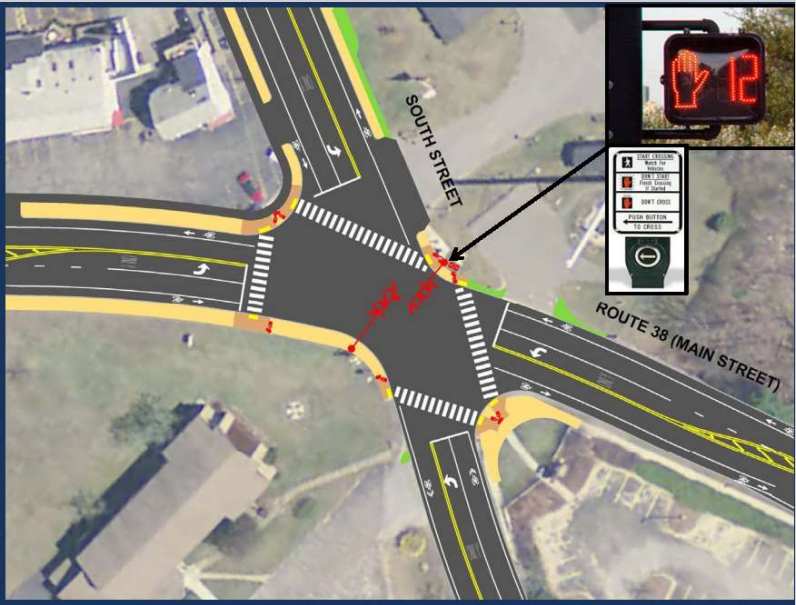


MAIN-SOUTH-SALEM INTERSECTION IMPROVEMENTS 2020-2021

Statistics:

Length: 5,000 ft.
Cost: \$3.8M (TIP) *

* PART OF THE MAIN STREET, SALEM ROAD, AND SOUTH STREET INTERSECTION IMPROVEMENT PROJECT





ANDOVER STREET AND RIVER ROAD INTERSECTION IMPROVEMENTS 2021-2022

Statistics:

Length: 1,900 ft.

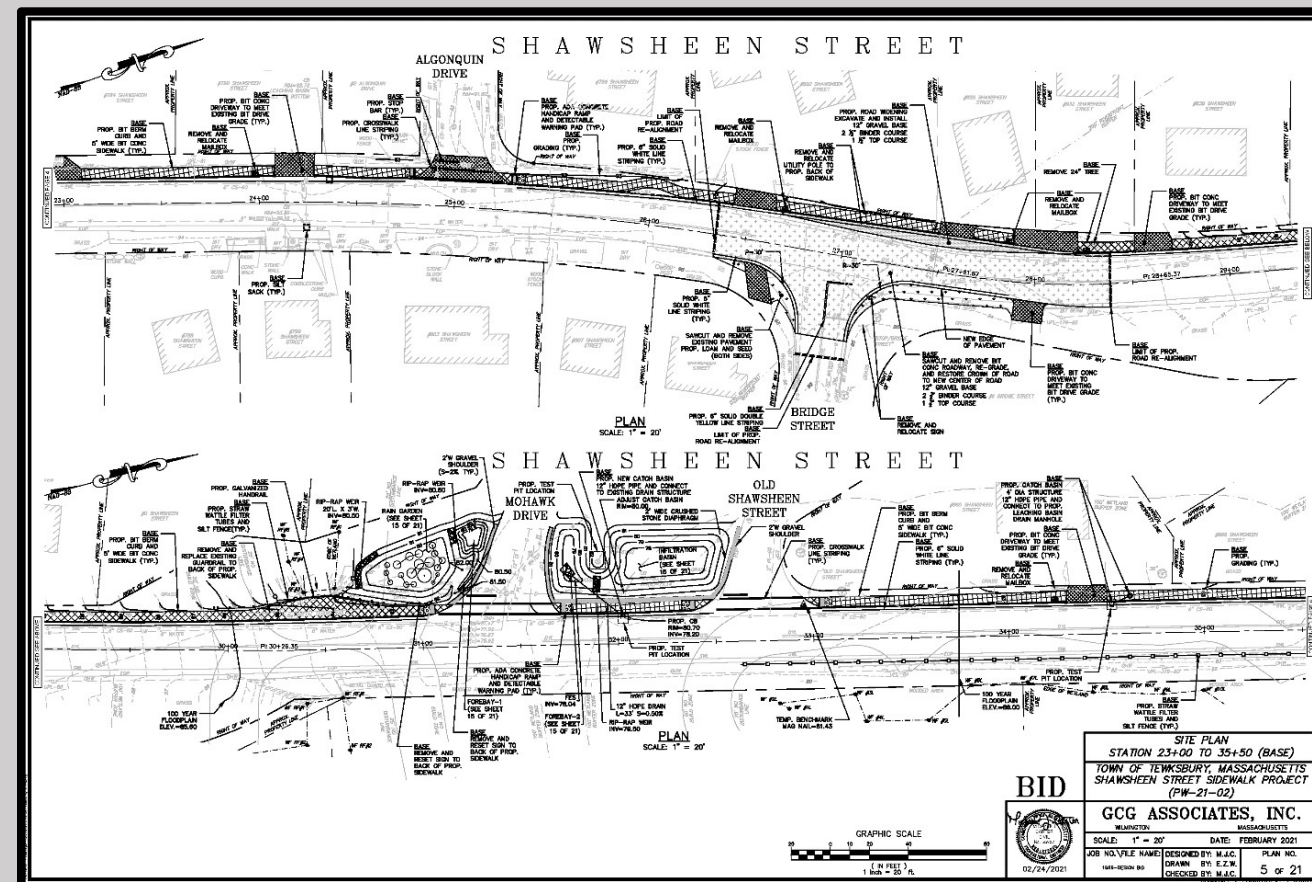
Cost: \$5.4M (TIP) *

* PART OF THE ANDOVER STREET
AND RIVER ROAD INTERSECTION
IMPROVEMENT PROJECT





Length:	12,000 ft.
Cost:	\$1.1M Gen. Fd.
	\$180K SW Ent.
	\$320K Ch. 90
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Total	\$1.6M





MAIN STREET ROADWAY RESURFACING AND SIDEWALK IMPROVEMENTS 2021-2022

Statistics:

Length: 1,000 ft.

Cost: \$220k HCG

Length: 13,000 ft.

Cost: \$5.7M (TIP)

THE TOWN RECEIVED A HOUSING CHOICE GRANT IN THE AMOUNT OF \$220K TO CONSTRUCT A SIDEWALK FROM COLONIAL DRIVE TO VICTOR DRIVE. DESIGN IS UNDERWAY AND CONSTRUCTION WILL BE COMPLETED BY JUNE 2022.

MASSDOT IS PLANNING TO RESURFACE MAIN STREET FROM NELSON AVENUE TO COLONIAL DRIVE. AS PART OF THIS TIP PROJECT APPROXIMATELY 13,000 FEET OF SIDEWALK WILL BE REPLACED OR CONSTRUCTED. THE PROJECT IS EXPECTED TO START IN SPRING 2022.



FISKE STREET AND ANDOVER STREET SIDEWALK DESIGN 2021

Statistics:

Length: 2,800 ft.

Cost: \$65k Ch. 90 *

* DESIGN COSTS ONLY

THE TOWN IS CURRENTLY
WORKING WITH A CONSULTANT TO
DESIGN A SIDEWALK ALONG FISKE
STREET AND ANDOVER STREET.





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SIDEWALK CONSTRUCTION FUNDING SOURCES:

- GENERAL FUND
- CHAPTER 90
- STORMWATER ENTERPRISE (*STRICTLY FOR STORMWATER INFRASTRUCTURE IMPROVEMENTS ASSOCIATED WITH SIDEWALK PROJECTS*)
- MASSDOT/FHA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
- MASSDOT COMPLETE STREETS GRANT PROGRAM
- MASSACHUSETTS HOUSING CHOICE GRANT PROGRAM
- REVOLVING FUND RECENTLY APPROVED AT TOWN MEETING



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PMMP TO DATE:

- COMPLETED FOUR SIDEWALK CONSTRUCTION PROJECTS
- APPROXIMATELY 7,000 FEET OF SIDEWALK HAS BEEN INSTALLED
- CONSTRUCTION ONGOING ON TWO PROJECTS WITH A TOTAL OF 6,900 FEET OF SIDEWALK TO BE INSTALLED
- CONSTRUCTION TO BEGIN SHORTLY ON THE SHAWSHEEN STREET SIDEWALK PROJECT TOTALING 12,000 FEET (2.2 MILES) OF NEW SIDEWALK
- APPROXIMATELY 3,800-FEET OF SIDEWALK CURRENTLY UNDER DESIGN
- MASSDOT RESURFACING PROJECT WILL REPLACE/INSTALL 13,000-FEET OF SIDEWALK ALONG MAIN STREET
- **BETWEEN 2018 AND 2022 APPROXIMATELY 8.1 MILES OF SIDEWALK WILL BE INSTALLED IN TEWKSBURY THROUGH VARIOUS DPW AND MASSDOT PROJECTS**



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PMMP TO DATE:

- GOALS ACHIEVED
 - COMPLETED FOUR SIDEWALK CONSTRUCTION PROJECTS ON “MAIN ROADWAYS”
 - CONSTRUCTION TO BEGIN ON A MAJOR ROADWAY (SHAWSHEEN STREET) THIS SUMMER
 - UTILIZED FUNDING TO CONSTRUCT NEW SIDEWALKS AS WELL AS REHABILITATE OR REPLACE EXISTING SIDEWALKS
 - RECEIVED TWO GRANTS TO EXPAND THE AVAILABLE FUNDING FOR SIDEWALK CONSTRUCTION
 - COMPLETE STREETS GRANT - \$400K
 - HOUSING CHOICE GRANT - \$220K
 - ADDRESSED OR ADDRESSING THE LOCATIONS DISCUSSED AT THE SIDEWALK WORKSHOP
 - PLEASANT STREET
 - MAIN STREET
 - EAST STREET
 - SHAWSHEEN STREET
 - CHANDLER STREET
 - FISKE STREET



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<https://www.tewksbury-ma.gov/sidewalks>



QUESTIONS???

THANK YOU!

